

# KPTA

March/April  
1998

# NEWSLETTER

## Empower Kentucky Human Service Transportation Delivery

The consolidation of Human Service Transportation Delivery is progressing. Since December 1997, the CTAC members have met on several occasions, discussed and reviewed proposals, and voted to approve transportation broker/providers for Regions 14 & 16.

The **Licking Valley Community Action Program (LVCAP)**

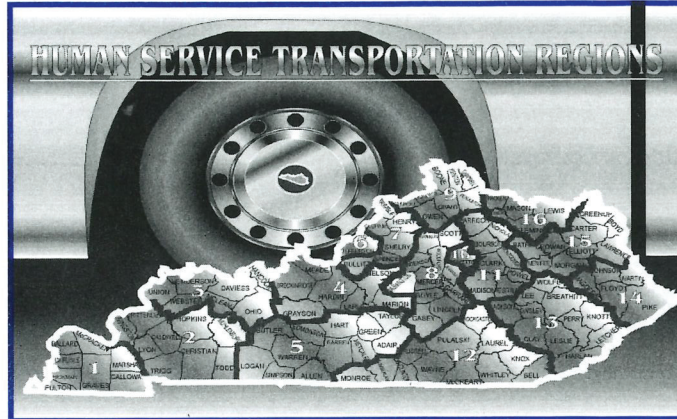
has been awarded the brokerage for Region 16. LVCAP will be utilizing both the public and private-for-profit sectors in transportation delivery.

**Sandy Valley Transportation Services, Inc. (SVTS)** has been awarded the brokerage for Region 14. SVTS proposes to extensively utilize and has numerous "letters of intent" from the private-for-profit sector for transportation delivery in their region.

Requests for Proposals in Regions 8 & 12 have been issued and final proposals are

due May 1998.

Dates for receipt of proposals for other regions will be advertised in future Sunday's Louisville Courier Journal, Lexington Herald-Leader, Kentucky Post, and various local newspapers.



Human Service Delivery staff in the Division of Multimodal Programs is now being assembled. They are currently involved with putting finishing touches on the transportation program.

The staff's focus will be on meeting client needs and providing adequate transportation resources. An "800" telephone number will soon be accessible by clients and transportation providers in order to help meet these needs. The staff is excited about this new program, and they are well underway to making the Human Service Transportation Delivery program a success.

## 1998 Kentucky Legislative Session completed

The 1998 Kentucky Legislative Session is now complete. There were several issues on the table relating to public transportation including: House Bill 137, House Bill 468 and House Resolution 111.

House Bill 137 relating to funding of public transportation was received in the House on February 19, 1998. It was enrolled, signed by each presiding officer, delivered to Governor Paul Patton and signed by the Governor on February 27, 1998. This House Bill will amend KRS 96A.095 to allow general fund dollars to be used for capital and operating subsidies for mass transit services. Also, will amend KRS 96A.096 to allow funds from the Kentucky Transportation Development Fund to be used for public transportation operating subsidies.

House Bill 468 relating to mass transportation for "Human Service

Transportation Delivery" was signed by the Governor on April 14, 1998. This will amend KRS 96A.095, regarding mass transit services. This Bill will also include human service transportation delivery as a service for which the Transportation Cabinet can receive funds and can expand entities that can receive funds from the Transportation Cabinet. This will authorize the Transportation Cabinet to contract with transportation providers or brokers to provide human service transportation delivery and authorize the Transportation Cabinet to promulgate regulations.

House Resolution 111 was introduced by Rep. Pete Worthington to encourage the Kentucky Congressional delegation to address inequities in federal mass transit funding. The third reading was adopted 96-0 on March 12, 1998.



## *From the Desk of the President*

Dear KPTA members:

All your hard work has paid off. The results of your countless calls and letters to legislators, face-to-face testimony, and behind-the-scenes efforts are in. The Governor and State Legislature recognized the need for transit investments statewide by budgeting approximately \$845,000 in transit funds in year one and \$880,000 in year two of the biennium. The budget also includes statewide transit access to an additional \$1 million in federal funding in FY 98-99. The state's three largest transit systems will split 60 percent of the federal allocation while the rural systems will split the remaining 40%. On a related note, \$2.5 million per year will be available for non-public school transportation throughout the Commonwealth.



The budget also transfers \$48-50 million annually to the Transportation Cabinet for Medicaid and social service transportation. Historically, these funds provided uncoordinated transportation services. Moving all of these funds under the management of the Transportation Cabinet will reduce redundancy, improve coordination and should lead to cost efficiencies in getting people where they need to go. Bottom line, better transportation services should be available to the people of Kentucky.

In a major breakthrough, HB 137 will allow state funds to be directed toward either capital or operating expenses, giving transit providers more flexibility and a better chance of matching and obtaining available federal funds. Prior to this action funds were only available for capital expenses.

Do I think this is enough? No. This budget allocation won't begin to replace all \$44 million worth of old transit vehicles out there. Am I pleased just the same? Yes. We continue to make progress in getting our message across to government leaders. We still have a way to go, but this is a good foundation to build on. We're moving toward knowing our legislators year in and year out- and not just during the session. We must take every opportunity to get to know them even better.

Thanks to all of you who worked so hard to make this legislative session a successful one for transit. I look forward to celebrating even greater successes with you in the future. The services we provide are vital to the people of Kentucky..

J. Barry Barker, KPTA President  
Executive Director  
Transit Authority of River City (TARC)



## RTEC Begins Route in Somerset February 19

Somerset residents now have a ticket to ride...the bus.

A new bus service is now in operation in Somerset and is running a route that extends from Somerset Mall to north of Somerset with dozens of stops in between. A Mt. Vernon based transportation company began making a trial run in Somerset on February 19, to see if there are enough riders to establish a semi-fixed bus route for the general population. At present, the service is available three days a week-Monday, Wednesday and Friday.

"We're the only (transportation) that I know of that runs a particular city route," says driver John Erwin, Rural Transit Enterprises Coordinated (RTEC) driver from Mt. Vernon.

The service RTEC, is an all purpose, public transit service providing transportation to medical facilities, doctors' offices and shopping areas.

Shirley Cummins, executive director of RTEC, said a van with a wheelchair tie-down will be making its rounds in various high-traffic areas of Pulaski County.

"We want to make stops in residential areas first and then travel to different locations," she said.

Cummins said residential areas targeted for stops include Colonial Village and other housing developments in and around Somerset. From there, she said the van will travel to such high-traffic areas as the Somerset Mall, Lake Cumberland Regional Hospital, various shopping centers and Gateway Center.

Cummins said the van will make its first stop as early as 7 a.m. so it can make a planned 9 a.m. stop at the Somerset Mall. Other mall stops are scheduled for 1 p.m. and 4:30 p.m. three days per week. The early-morning stop is designed to get riders to the mall before the opening of stores so people who exercise can walk inside the complex.

A semi-fixed route has not been established. That's why Cummins is asking prospective riders to make a reservation with RTEC if they want to be picked up and put on the route schedule.

The semi-fixed route will be established on a

demand-response basis. Cummins said the service grew out a need to provide public transportation. A survey was conducted in the area and through the number of responses, she said, it was determined the general public wanted and needed a bus service.

Anyone can use the bus, according to Joyce Mink, RTEC executive secretary. The cost for riding is \$2 per person for each trip and the bus is wheelchair accessible.

The service has been available a little over a month and, according to Mink, "If it were needed more we would go to more days."

Erwin says that although the project is off to a slow start, "We're getting more people interested all the time...we believe it's starting to catch on."

Besides running routes to doctor's offices and shopping areas, the bus also travels through several subdivisions and other populated areas. The current bus being used here can hold 11 passengers.

RTEC has been in the Somerset-Pulaski County area for some time making medical transportation runs for people who need this service. However, this is the first time RTEC will consider expanding its service to the general public.

Pulaski is the 11th county where RTEC has started the service. Three employees have been hired to work in, Pulaski County.

Bus routes are also being run in Bell, Clinton, Cumberland, Knox, Laurel, Rockcastle, Russell, Wayne, Whitley and McCreary counties, RTEC is a private company that receives government subsidies. On its days in Somerset, the bus begins its 125-mile run at 7:30 a.m. at city hall and continue the route until 4:30 p.m. when it arrives at Somerset Mall.

*Taken from Commonwealth Journal, Vol. 33, No. 41, P. 1.*

*By Sharon Dodson*

*News Journal, Vol. 28, No. 12, p. 1., By Stuart Simpson*



*Shirley Cummins*

### **KPTA MEETING**

**May 27, 1998**

**12 noon lunch**

**Owensboro Transit**



# TARC Board, Mayor and County Judge Recognize Driver for Heroic Act

On November 7, 1997 TARC coach operator Arthur O'Bannon was driving his bus near the Louisville railroad crossing at Mary and Oak Streets when he heard a man's cries for help.

Upon investigating, O'Bannon saw a man lying in a lit area near the tracks waving for help. He parked his bus, ran to the man and found that his leg had been severed below the knee by a passing train.

As his passengers watched, O'Bannon ran back to his bus radio and called the radio room for 911 assistance. He then returned to the victim, tore off his belt, and wrapped it around the victim's leg to stop the bleeding. Radio dispatcher, Ron Taylor, helped get emergency personnel promptly on the scene. After waiting with the victim for EMS to arrive, O'Bannon returned to his bus and finished his run.

TARC's Board of Directors awarded O'Bannon a special commendation at its monthly board meeting by adopting a resolution that recognized him for demonstrating through personal action...outstanding qualities of alert, decisive behavior in service to the citizens of Louisville and



**Arthur O'Bannon with TARC Resolution.**

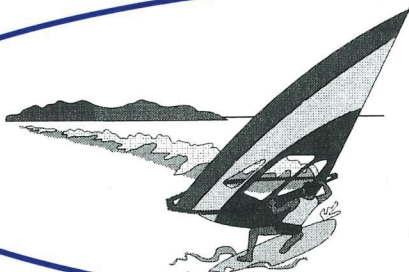
Jefferson County. O'Bannon received the "Mayor's Citation of Valor" from Mayor Jerry Abramson and then on December 9th, County Judge Executive Dave Armstrong presented him with "The Jefferson Medal."



**Arthur O'Bannon with Louisville Mayor Jerry E. Abramson**



**Gerald Kirven, TARC Board Member, Mary Lou Northern, TARC Board Chair, and Arthur O'Bannon (from left to right).**



***If you are not riding the wave of change... you'll find yourself beneath it.***



# BUS Personnel's Fast Thinking Saves a Women

A woman's life was saved by the fast thinking of Bluegrass Ultra-transit Service (BUS) personnel during the heavy February winter snow.

Chloe Benton, BUS Driver, was concerned for one of her passenger's safety after 24 inches of snow had fallen in Lincoln County on February 6, 1998. This individual was elderly and living alone with a broken arm.



*Chloe Benton, BUS Driver*

Benton knew the individual would be unable to get her wood in the house to keep her warm.

Benton contacted her passenger and found out she was without power. She did not have any wood in her house to keep her warm. Benton immediately contacted David Ware, BUS Operations Manager, to inform him about the situation with this individual. Ware began making several phone calls in Lincoln County to find someone with a vehicle capable of reaching this individual. The main problem was she lived on a hill without a driveway and the vehicle would first have to go

down a hill through a creek.

Ware was able to reach Doc Goodlett, Dixie Diesel a service provider in Lincoln County, with a four-wheel drive truck capable of getting to her home. When he arrived she had burned all the paper in house and was burning her clothes to keep her warm. Goodlett took the individual to one of her relatives at approximately 4 p.m. that afternoon. She was very grateful to everyone for all their help in assisting her during the snow storm.



*David Ware, BUS Operations Manager*



*Sue Jeffers, BUS Transportation Director and Willie Whittamore, KyTC-District 7-Lexington, listen during a presentation to the Bluegrass Area Development District Transportation Advisory committee about public transportation in Kentucky.*

## Public Transportation Presentation given to Bluegrass ADD

A public transportation presentation was given to the Bluegrass Area Development District Transportation Advisory Committee on March 9, 1998. The presentation was given by Sue Jeffers (Transportation Director of Bluegrass Ultra-transit), Pam Shepherd (Executive Director of FTSB), and Bob Busch (Transportation Director of Community Action Transit System).

The presentation entailed a viewing of the KPTA video on public transportation and the funding issues that is facing all public transit providers in Kentucky.



# U.S. House Passes ISTEA Renewal

## *Transit Authorization Set at \$37 billion*

The U.S. House of Representatives passed on April 1 a \$219 billion bill reauthorizing the surface transportation program that includes \$37.3 billion for mass transit program over the six-year period. The vote was 337-80.

Under H.R. 2400-known as the Building Efficient Surface Transportation and Equity Act-transit authorization levels will grow from \$5.473 billion in Fiscal Year 1998 and \$5.989 billion in FY 1999 to \$6.466 billion in each of the last four years of the bill.

The bill authorizes \$15 billion for the Discretionary Program, with New Starts and Fixed Guideway Modernization each set at \$6.024 billion and the discretionary Bus program at \$3.012 billion.

Formula funds under the House measure total \$20.48 billion, including \$18.89 billion for urbanized areas, \$1 billion for rural areas, and \$492 million for the Elderly/Disabled Program. In addition, the Formula Program authorizes two \$200,000 studies in FY 1998 on school transportation safety and privatization. Research and Planning are authorized at \$548 million.

During floor debate on BESTEA, the House approved an amendment increasing general fund authorizations for Access to Jobs programs from \$42 million annually to \$150 million annually.

The House measure removes the transportation trust funds from the unified federal budget, enabling almost the entire \$219 billion measure to be funded from the Highway Account and the Mass Transit Account of the Highway Trust Fund. The Access to Jobs initiative is the primary exception.

With the Senate having earlier approved a reauthorization bill that authorizes \$41.3 billion for transit over the same six-year period, the next step is for a House-Senate Conference Committee to reconcile differences. This is expected to begin after Congress returns the week of April 20 from its spring recess.

The Senate reauthorization bill, S.1173, sets authorization levels at \$16.9 billion for the Discretionary Program, with \$7.8 billion for New Starts, \$6 billion for Fixed Guideway Modernization, and \$3.1 billion for the discretionary Bus program.

Formula funds under the Senate bill total \$20.2 billion, including \$18.2 billion for urbanized areas, \$1.5 billion for rural areas, and \$524 million for the Elderly/Disabled Program. Research and Planning would be authorized at \$1.09 billion. In addition, \$1.2 billion is authorized for a clean fuel bus program and \$1.5 billion for an Access to Jobs and Reverse Commute Program.

Both bills contain many of APTA's recommendation, including permitting certain preventive maintenance expenses to be funded under the formula program and permitting transit agencies in urbanized areas with fewer than 200,000 people to use all formula funds for capital or operating expenses.

*Taken from Passenger Transport, Vol. 56, No. 14 P.1.*

## **Barker elected chairman of Project ACTION's National Steering Committee**

J. Barry Barker, executive director of the Transit Authority of River City in Louisville and KPTA President, has been elected chairman of Project ACTION's National Steering Committee. Maureen McCloskey, national advocacy director with the Paralyzed Veterans of America, was elected vice chairman.

The committee is a small group of representatives from the transit and disability communities. Members guide Project ACTION staff on program areas and help to ensure that transit accessibility issues from both communities are adequately addressed.

Barker has served the public transit field for more than 23 years. Before coming to TARC, he was general manager of the METRO Regional Transit Authority in Akron, Ohio, and assistant general manager, marketing and management, with the Greater Cleveland Regional Transit Authority. He is a former APTA vice chair-marketing.

*Taken from Passenger Transport, Vol. 56, No. 8, P.1.*



# Transit is Key in Moving People from Welfare to Work

With the national welfare reform initiative in its second year, the key role of transportation is becoming increasingly evident in whether welfare recipients can move successfully into the work force, panelists agreed at a March 9 workshop during the APTA Legislative Conference in Washington.

"Transit is vital to welfare reform," said Ronald J. Tober, chair of APTA's Access to Work Task Force and general manager of the Greater Cleveland Regional Transit Authority. "Transit is the 'to' in welfare to work."

**"Transit is vital to welfare reform," said Ronald J. Tober.**

The APTA Executive Committee and Board of Directors established two task forces—the Access to Work Task Force and the Jobs Task Force—in response to a request by Federal Transit Administrator Gordon Linton. Minnie Fells Johnson, a co-chair of the Jobs Task Force and executive director of the Miami Valley Regional Transit Authority in Dayton, Ohio, also participated in the workshop.

"Transit is now recognized as a critical element of a welfare reform plan. That was not so a year ago, Nuria Fernandez, deputy administrator of the Federal Transit Association, said at the session. Many state and local reform plans submitted in the initiative's first year did not include transportation elements, she said, but it quickly became clear that was a mistake. In fact, she said, access to transportation and child care have emerged as the major obstacles to moving people off the welfare rolls.

Federal surveys have shown that 94 percent of welfare recipients have no access to a car and those who do use cars with an average value of only \$700, Fernandez said. Therefore, she said, "making connection to the suburbs where job growth is emerging is a challenge," especially since many jobs are on late shifts when public transportation does not operate in the suburbs.

Louwana Oliva, director of communications for the METRO Regional Transit Authority in Akron, Ohio, discussed in detail her city's efforts to pull together a transit solution for welfare recipients entering the job market.

"We had a lot of people saying they can't get to the jobs," Oliva said, and transportation-related problems are more complicated and varied than a simple mismatch between bus routes and the location of suburban employers. For example, when too many transfers are required and commutes stretch over an hour, people may stop going to work. Parents who have to drop off a child at day care and wait for another bus are also discouraged, she noted.

"Some times companies change their shifts and we don't know about it," Oliva said. "Sometimes their shifts don't coincide." In addition, she said, overtime can strand a worker without a ride home.

Speaker on the podium and in the audience stressed

the necessity of pulling together the various transit operators serving an area, as well as employers and the many social service agencies involved with welfare families, to forge a unified plan.

"Play a leadership role in your local community. Get all the players together," Fernandez urged, noting that health care providers and agencies serving persons with disabilities can be an important unrecognized resource as they often operate their own bus or van fleets.

Oliva said her agency is working with major day care providers to arrange convenient pickups for children along bus routes. Johnson said officials in the Dayton area also are trying to get day care providers to locate near transportation hubs.

Sarah Brown-Clark president of the board of trustees of the Western Reserve Transit Authority in Youngstown, Ohio, said her agency worked with a local urban services center to systematically study the locations of employer, potential workers and child care providers to see where transit routes were needed.

Rockie Donahue of Pace Suburban Bus said his Chicago-area system has worked with employers such as United Airlines to coordinate bus schedules and work shifts, and is working with researcher at the University of Illinois to study the area's city-suburb transportation market.

Doug Birnie, FTA senior program analyst in the Office of Research Management, also answered questions at the session.

While the need for transit and child care—and a unified effort—is universal, specific obstacles vary by locale.

A transit official from Palm Springs, Calif., said her agency is facing public pressure to make the new transportation options they are creating available to everyone when they need to give priority to former welfare recipients. A participant from North Dakota said her agency is looking for ways to provide transportation to impoverished Indian reservation.

Speakers also noted that transit systems can also be an important source of jobs for former welfare recipients.

On the federal level, Fernandez pointed out that President Clinton has asked Congress to authorize a \$100 million program to fund welfare-to-work transportation efforts as part of the Administration's proposal for reauthorizing ISTEA. In a Feb. 17 letter to governors, Clinton urged them to support his proposal and also to use existing welfare funds—which states can spend on a variety of related activities—to pay for transportation. U.S. DOT is working with the federal Departments of Labor and Health and Human Services on a guidance document discussing ways states can use welfare funds to solve transportation problems.

Johnson reported on APTA's efforts to "increase awareness among transit managers of the importance of transit in welfare reform." She said APTA will encourage members to provide transportation and jobs to welfare recipients and "communicate members' accomplishments" in those areas.

Johnson also said APTA has urged members to adopt a resolution on welfare reform, is establishing a discussion forum on its APTANet web site, and contacted organizations such as the National Business Alliance, the National Urban League, and labor unions to ask them to urge their members to get involved in transportation partnerships.

*Taken from Passenger Transport, Vol. 56, No. 11, p. 1.*





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## Thought for the Day

*Teamwork is the ability to work together toward a common vision. The ability to direct individual accomplishment toward organization objectives. It is the fuel that allows common people to attain uncommon results.*

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